THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI SHRIPAD YESSO NAIK): (a) to (c) Government of India have approved Inland Water Transport Policy where in the following areas have been identified for private sector participation:

(a) Ownership and operation of vessels for cargo and passengers.

(b) Fairway development and maintenance.

(c) Construction and operation of river terminals or river ports.

(d) provision and operation of mechanized cargo-handling systems.

(e) Putting up and maintenance of navigational aids. (0

Provision of pilotage services.

(g) Setting up and running of IWT training institutions.

In order to give wide publicity to the IWT policy amongst various stake holders in IWT sector focus on private sector entrepreneurs four interactive Meets have so far been held this year after finalisation of the IWT Policy at New Delhi, Patna, Kochi and Guwahati. The response has been positive and encouraging. Some of the State and Central Public Sector Units as well as private sector companies have shown interest for Joint Venture in IWT Sector. Preliminary discussions are under way.

The details of the projects would be available after the proposals are concretized.

The time-frame for starting the projects can be fixed after the projects are formally agreed to be undertaken by the concerned parties.

Proposal to replace the existing tariff authority for major ports

860. SHRI K. RAMA MOHANA RAO: Will the Minister of SHIPPING be pleased to state:

(a) whether there is any proposal before Government to replace the existing tariff authority for major ports with some authority having a supervisory role;

(b) if so, the details of such a supervisory authority that Government propose to introduce;

(c) whether Government are thinking of corporatising any port in the country; and

(d) if so, the details of such ports and the reasons for corporatisation?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI SHRIPAD YESSO NAIK.): (a) and (b) At present, there is no proposal to replace the existing Tariff Authority for Major Ports with some authority having a supervisory role.

(c) and (d) It has been decided to corporatise major ports administered under Major Port Trusts Act, 1963 in a phased manner, starting with Jawaharlal Nehru and Haldia ports, to give more autonomy in decision making, quicker response to market conditions, mobilize funds from the market and change the work culture for better facilitation of trade. A Bill amending the Major Port Trusts Act, 1963 to enable the Government to convert Port Trusts into companies has been introduced in Lok Sabha on 31.8.2001. Ennore major port, which has been dedicated to nation on 1 st February, 2001, has been set up as a corporate entity in the name and style of 'Ennore Port Limited'.

Inclusion of' Jats' in OBC Category

861. SARDAR GURCHARAN SINGH TOHRA:

SHRI SUKHDEV SINGH LIBRA:

Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether Union Minister of Coal and Mines has advocated inclusion of 'Jats' in the category of other backward classes in the whole country as has been done in U.P., Rajasthan and Delhi, as reported in the Hindustan Times, dated the 29th October, 2001;

(b) if so, the details thereof; and

(c) the reaction of Government thereto?

THE MINISTER OF SOCIAL JUSTICE AND EMPOWERMENT (DR. SATYA NARAYAN JATIYA): (a) and (b) Yes, Such a report has been published in the Hindustan Times dated the 29th October, 2001.

(c) 'Jat' has been included in the Central list of OBCs in Rajasthan (except in Bharatpur and Dhaulpur districts) as per Gazette of India Notification No. 241 dated 27.10.1999.

The community has not been included in the Central lists of OBCs for Delhi and Uttar Pradesh. The 'Jat' caste/community has however, been included in the State lists of OBCs for Rajasthan, Uttar Pradesh and Delhi. The subject matter of inclusion of castes/communities in the State lists of OBCs rests with the State Government concerned and not the Union of India.